demand of the Brooklyn Ferry Company of York of, in and to the water right and land or water in front of and adjoining the premises we described.

h. All that certain tract, piece or parcel of d. structe, lying and being in the Thirteenth rd of said Borough of Brooklyn, bounded and cribed as follows, to wit: Beginning at a point the westerly side of First street where the diviline between land now or formerly of the Long and Ferry Company and land now or formerly Tuttle & Balley intersects the said westerly and along the said westerly line of First street; thence running northeasts and along the said westerly line of First street; thence running northeasts and along the said westerly line of First street; thence the said westerly, and parallel with South Ninth street that Fast Lever; thence southwesterly and along I ast leiver to land now or formerly of Tuttle Balley, and stance of one hundred and twenty that eleven inches or thereshouts and there itheasterly and along the division line aforeitheasterly and along the division line the rate aforesald and bounded and described as lows, to wit: Beginning at a point on the westyside of First street where the division line to be successful and song the westerly line of First erit of the Village of Willinsburgh, formerly of Abraham Meserole of Joseph Conselves intersects the said westerly and along the westerly line of First erit fifty-three feet and nine inches to lot numtend (sixty-three) 30 on Burcham's Assessment to of the First District of the Village of Willinsburgh, formerly owned by Fleming Duncan; ence northwesterly and along the Rast River to the aforesaid thion line between lands formerly of Abraham secrole and Joseph Conselves; and thence southsterly and along said division line to the point place of beginning.

Ferry Company of New York, in and to the rand dalplaing the premises above described, several tracts, pleces or parcels of land herefore described and intended to be hereby leyed being the same premises wiffen were tofore conveyed to the New York and Brook-Yerry Company by the Brooklyn Ferry Company of the ster of Kings County in Liber 832 of Conveys, page 84, &c., on or about the tenth day of lary, 1865, and which were subsequently condo by said the New York Ferry Company by i bearing date the twenty-third day of lary, 1865, and which were subsequently condo by said the New York Ferry Company by i bearing date the twenty-third day of A. D. 1879, and recorded in the Register's of Kings County on the 24th day of July, in Liber 1862 of Conveyances, page 32, &c. also all the existing docks, slips, wharves, s. bulkheads or extensions thereof, or addistributed of the stereto, or to the said lands and premises, in front of and adjacent thereto, or any part or cell thereof, made or erected before or slines delivery of said last mentioned deed and beding to the Brooklyn Ferry Company of New k, and all the water and land under water in it of and adjacent thereto any part or parcel cof, and any and all water rights and privileges, additions thereto, including the right of in it of and adjacent thereto any part or parcel cof, and any and all water rights and privileges, additions thereto, including the right of in it of and adjacent thereto are not part or parcel cof, and any and all water rights and privileges, additions thereto, including the right of in it of and adjacent thereto are not part or parcel cof, and any and all water rights and privileges, additions thereto, including the right of the steries of 1857, entitled "An act to establish bulk-dand pler lines for the port of New York is et al. 1875, entitled "An act to establish bulk-dand pler lines for the port of New York is et al. 1876, by York And also all that certain other tract, piece

said the New York and Brooklyn Ferry Company made by said John Englis and wife and Loftus Wood in confirmation and correction of said last mentioned deed of even date therewith and recorded in the Office of the Hegister of the County of Kings in Liber 1360, of Convexances, page 372, on the ninth day of July, A. D. 1873.

Th. And also, the ferry house, ferry fixtures and improvements built and used for the operation and accommodation of the ferry from the slip north of Grand street. New York, to Broadway, Brooklyn, E. D., known as the Division Avenue Ferry, and all the right, title and interest of the said Brooklyn Ferry Company of New York, of, in and to the buildings, fixtures, slips, wharves, floats, bridges, improvements, &c., connected with said last mentioned ferry on the New York side.

Sth. Also, those three certain lots, pieces or parcels of ground, situate, lying and being in said Rorough of Brooklyn flate Williamsburgh), known and designated on the Village map or plan of said Williamsburgh by the numbers one (1), two (2) and three (3), and taken together, are bounded and contain as follows, that is to say.

Beginning at the northeasterly corner of lot number four (4) as the same is laid down on said map, on the westerly side of the street or highway now known as Hiver street, lately called Water street, formerly "the two rod road," and running thence westerly along the northerly side of the said last mentioned lot on a line parallel with South First street and distant twenty-five (25) feet northerly therefrom, about one hundred and thirty-five feet nine inches to the East River, thence mortherly along the said last mentioned land on a line parallel with South First street afore-said, and distant one hundred and there said, and distant one hundred and they side of the heirs of Francis Vandervoort, lience easterly along said last mentioned land on a line parallel with South First street for the said River street, and hence southerly along the westerly side of said River street, late Water street, and th

her. A. D. 1879, and recorded in the office of the Register of Kings County in Liber 1375 of Conveyances, page 228, &c., on the 31st day of December, 1879.

3th. Also all that certain lot, piece or parcel of and situate, lying and being in said Borough of 3th. Also all that certain lot, piece or parcel of and situate, lying and being in said Borough of 3th. Also all that certain lot, piece or parcel of and situate, lying and being in said Borough of 3th. Also all the southerly line of Grand street is aid street were opened and extended westerly from the street formerly called the "two rod road," or Little Water street, and now called River street, on lines in direct continuation of the lines of said frand street as the same is opened easterly from the westerly side of said "two rod oad," or River street, thence gunning southerly long a line parallel or nearly so with First street and along the westerly line of a lot of ground formity known as the Corporation lot, now or late of he estate of James M. Waterbury, one hundred et, thence westerly and parallel with South First treet twenty-five (25) feet to other land of the shooklyn Ferry Company of New York, thence ortherly along said land one hundred feet to the show mentoned, and thence easterly along said is wentioned line twenty-five (25) feat to the piace or the land of the show mentoned and thence easterly along said is mentioned line twenty-five (25) feat to the piace or the land interest of the Brooklyn Ferry Company of New York in and to the strip of land thirty-five to help mining logether with all the estate, right, lie and interest of the Brooklyn Ferry Company New York in and to the strip of land thirty-five and premises which were cavered and others by end bearing date the east had go March, A. D. 181, and recorded in the Office of the Register of find and wharf property in the Thirteenth Ward said Borough of Brooklyn Ferry Company of the south lighth and South Ninth street, and westerly the land of the Brooklyn Ferry Company of the South Eighth and S

premises, which were granted and consequence of the State of New York to Walter T. Klots and James R. Klots, by Letters Patent T. Klots and James R. Klots, by Letters Patent T. Klots and James R. Klots, by Letters Patent G. State J. 1986. In the Secretary Being, the same premises which were conveyed winto The New York Perry Company by two several deeds, both dated the first day of September. The Color P. Jackson and the Color of the Register of Kings County, in Liber 1625 of Conveyances, and the color of the Register of Kings County, in Liber 1625 of Conveyances, and the other executed by Walter T. Klots and Elizabeth, his wife, and recorded in the office of the said Register of Kings County, in Liber 1625 and the other executed by Walter T. Klots and Elizabeth, his wife, and recorded in the office of the said Register of Kings County, in Liber 1625 and the land of the said Register of Kings County, in Liber 1625 and the land of the said state of the Said River, in the Borough day of September, 1885.

11.—All he right, title, interest, privileges and right of possession in and to the lands under water of Pier Said Chipm between the middle line of Pier Said Chipm betwe

New York and all the buildings of East street in front of the block of ground bounded by Grand and Broome streets, with all the water rights, dockage, &c. thereby demised for the term of years therein mentioned.

(D indenture of Lesse bearing date the 18th day of February, A.D. Lesse bearing date the 18th day of February, A.D. East building date the 18th day of February, A.D. East building date the 18th day of February, A.D. Bass made by the Mayor, Aldermen and D. Chandally of the City of New York and Singular the wharfage which may arise, accrue or become due, for the use and occupation in the manner and at the rates prescribed by law, of All that certain public wharf property situated on the East Hiver, in the City and County of New York, and known and described as follows, ta wit: Buikhead at the foot of East Twenty-second street, East River. Together with the right to enter upon the said wharf property for the purposes of said lease and to collect the said wharfage.

Together with all the rights and the term of years in said lease mentioned, and subject to the covenants and obligations on the part of the tenant in said lease mentioned and contained.

Together with all and singular the tenements, hereditaments, edifices, buildings, fatures, rights, ways, waters, lands under water, plers, privileges and appurtenances to and understaines, the dentires of Lease and sunder water, plers, privileges and the rents, issues and profits thereof, and also all the effects, right, tide, interest, term and terms of years yet to come and unexpired, property, possession, claim and demands whateover, as well in law as in equity of the Ferry Company, of, the and to the said demised and granted lands and premises and every part and parcel thereof, with the appurtenances, and also the said emised and granted lands and premises and every part and parcel thereof, with the appurtenances, and chartenances of the City of New York, are citizens of the City of New York in the Year of the City of New York in the State of New York in th

September in the year one thousand eight findered and seventy-two.

(Signed) E. W. B. CANNING. [Seal.]

Also the steamboat or vessei called the "Alaska, together with all her engines, boilers, machinery, masts, bowsprits, sails, boats, anchors, cables, tackle, furnitive and other necessaries thereunto appertaining and belonging, the certificate of the enrollment of which said steamboat or vessel is as follows, viz.

Sometiment of which said steamboat or vessel is as follows, viz.

A follows, viz.

Sometiment of the enrollment enrollment enrollment enrollment and subscribed the oath required by law, and having sworn that different persons, stockholders in The New York and Brooklyn Ferry Company (in shares), incorporated under the Laws of the States, and sole owners of the ahl p or vessel called the "Alaska" of New York were of E. D. Chappell is at present master, and as he hath sworn is a citizen of the United States, and that the said ship or vessel was built at Brooklyn, State of New York, in the year 1872, as appears by enrollment awing certified that the said ship or vessel has one deck and no masts; and that the relength is 188 7-10 feet; her breadth 35 6-10 feet; her depth 12 3-10 feet; her height feet; and that she measures 730 8-100 tons, vis. capacity under tonnage deck 407 64-100 tons; capacity between decks above tonnage deck. vis.; (Cabins 242-100 tons; that she is a steamboat, has sharp ends.

a22 42-100 tons; that she is a steamboat, has sharp ends.

And the said J. Affleck, Secretary, having agreed to the description and measurement above specified, and sufficient security having been given, according to the said Title, the said steamboat or vessel has been duly curolicd at the port of New York.

Given under my hand and seal at the port of New York, in the District of New York, this 10th

day of August in the year one thousand eight hundred and seventy-two. bundred and seventy-two.

(Signed)

N. G. WILLIAMS.

Dep. Collector.

Also the steamboat or vessel called the "Wyo-ming" of New York, together with all her engines, boilers, machinery, masts, bowsprits, sails, boats, anchors, cables, tackle, furniture and other necessaries thereunto appertaining and belonging; the certificate of the enrollment of which said ateamboat or vessel is as follows, viz.:

CERTIFICATE OF ENROLLMENT NO. 122.

PERMANIENT.

Official Number in conformity to Trile L.

Regulation of Vessels in Do-

FORECLOSURE SALES.

CERTIFICATE OF ENROLLMENT NO. 122.

PERMANENT.
Official Number In conformity to Title L.,

Regulation of Vessels in DoNumeral Leiters mestle Commerce" of the Revised Statutes of the United
States, James Affleck, of New
York City and State, Secretary,
having taken and subscribed the oath required
by law, and having aworn that The New York
Ferry Company, incorporated under the laws of
the State of New York, is the sole owner of the
ship or vessel, called the "Wyoming" of New York,
whereof E. D. Chappell is at present master, and
is a citizen of the United States, and that the said
ship or vessel was built at Wilmington. State of
Delaware, in the year 1885, as it appears per enrollment No. 42 Issued at Wilmington, Del., May
13, 1885, now cancelled (property and district
changed.)

And said enrollment having certified that the
said ship or vessel has one deck and so masts; and
that her length is 171 feet; her breadth 36 7-10 feet;
her depth 13 4-10 feet; her breadth 36 7-10 feet;
her depth 13 4-10 feet; her breadth 36 7-10 feet;
her depth 13 4-10 feet; her breadth 36 7-10 feet;
her depth 13 4-10 feet; her breadth 36 7-10 feet;
her depth 13 4-10 feet; her breadth 36 7-10 feet;
her depth 13 4-10 feet; her breadth 36 7-10 feet;
her depth 13 4-10 feet; her breadth 36 7-10 feet;
her depth 13 4-10 feet; her breadth 36 7-10 feet;
her depth 13 4-10 feet; her breadth 36 7-10 feet;
her depth 13 4-10 feet; her breadth 36 7-10 feet;
her depth 13 4-10 feet; her breadth 36 7-10 feet;
her depth 13 4-10 feet; her breadth 36 7-10 feet;
her depth 13 4-10 feet; her breadth 36 7-10 feet;
her depth 13 4-10 feet; her breadth 36 7-10 feet;
her depth 13 4-10 feet; her breadth 36 7-10 feet;
her depth 13 4-10 feet;
her depth 13

Numeral Letters PERMANENT CERTIFICATE NO. 110. 126284 ENROLLMENT. In conformity to Title L. Regulation of Vessels in Domestic Commerce. ENROLLMENT. In conformity to Title L.,
Regulation of Vessels in Domestic Commerce,"
of the Revissed Statutes of the United States.
JAMES AFFLECK of New York City and State,
Secretary, having taken and subscribed the onturequired by law, and having sworn that The New
York Ferry Company, incorporated under the
laws of the State of New York, is the sole owner
of the ship or vessel called the "Colorado," of New
York, whereof E. D. Chappell is at present master,
and as he hath sworn is a citizen of the United
States, and that the said slip or vessel was built
at Wilmington, State of Delaware, in the year 1985,
as appears by the permanent enrollment No. 41
lasued at Wilmington, Delaware, April 29, 1885,
mow cancelled, property and district changed.
And said enrollment having certified that the
said ship or vessel has one deek and no mast; and
that her length is 171 feet; her breath 36 7-10 feet;
her depth 18 4-10 feet; her breight feet; that
lie measures 341 11-100 tons, viz.

Tons. 100ths.
Capacity under tonnage deck 52 25

Capacity under tonnage deck 582
Capacity of enclosure on upper deck 280
Gross tonnage. 583
Deductions under Section 4153 Revised
Statutes as amended by Act of August 291
3, 1882. 291

Given under my hand and seal at the port of New York in the District of the City of New York, this 5th day of May in the year one thousand eight hundred and eighty-hve.

(Signed) SAMUEL HOPPER [Seal.]

(Signed) L. R. MAY, [Seal.]

Also the steamboat or vessel called the "Dakota" of New York, together with all her engines, boilers, machinery, mests, bowsprits, sails, boats, anchors, cables, tackle, furniture and other necessaries thereunto appertaining and belonging, the certificate of the enrollment of which said steamboat or vessel is as follows, viz.:

PERMANENT.

Official Number.

Numeral Letters CERTIFICATE OF ENROLLMENT NO. 111 Numeral Letters

ENROLLMENT NO. 111

157021

ENROLLMENT, In conformity to Title L, "Regulation of Vessels in Domestic Commerce" of the Revised Statutes of the United States.

JAMES AFFLECK of New York City and State. Secretary, having taken and subscribed the oath required by law, and having sworn that The New York Ferry Company of New York, incorporated under the laws of the State of New York, citizen of the United States, is the sole owner of the ship or vessel called the "Dakota" of New York, whereof E. D. Chappell is at present master, and as he hath sworn is a citizen of the United States, and that the said ship or vessel was built at Brooklyn, State of New York, in the year 1890, as appears by builder's certificate filed in this office this date.

er height Tons. 100ths Capacity under tonnage deck. 312
Capacity between decks above tonnage
deck. 124
Capacity of inclosure on upper deck. 117

Capacity of inclosure on upper deck... 117 08

Total gross tonnage... 553 67

Deduction under Section 4133, Revised
Statutes, as amended by Act of August 5, 1882—Propeiling Power 148 95

Net tonnage—Gross... 407 72

That she is a steam ferry boat (wood), has a plain head and a sharp stern.

And the said description and measurement above specified, and sufficient security having been given according to the said title, the said ship or vessel has been duly enrolled at the port of New York, this 9th day of December in the year one thousand eight hundred and eighty.

(Signed) R. WYNKOOP. (Seal.)

Dep. Collector of Customs. (Seal.)

J. L. CARNEY. (Seal.)

Also the steamboat or vessel cailed the "Oregon" of New York, together with all her engines, bothers, machinery, mastes bowaprits, sails, boats, anchors, cables, tackie, furniture and other necessaries thereunto appertaining and belonging; the certificate of the enrollment of which and steamboat or vessel is as follows, viz.: Official Number

Numeral Letters PERMANENT CERTIFICATE NO. 65. Numeral Letters PERMANENT
CERTIFICATE NO. 65.

185,121

Earollment in conformity to Title La "Regulation of Vessels in Domestic Commerce," of the Revised Statutes of the United States.

JAMES AFFLECK of New York City and State, Secretary, having taken and subscribed the oath required by law, and having sworn that the New York Perry Company, incorporated under the laws of the State of New York, is the sole owner of the ship or vessel called the "Oregon" of New York, whereofe. D. Chappell is at present master, and is a citizen of the United States, and that the said ship or vessel was built at Wilmington, in the State of Delaware, in the year 1985, as appears by the temporary enrollment No. 17, issued at Wilmington, Delaware, December 7, 1885, now cancelled, property and district changed.

And said enrollment having certified that the said ship or vessel has one deck and no mast, and that her length is 171 feet; her breath 36 7-10 feet; her depth 13 4-10 feet; her height feet; that she measures 540 3-100 tons, viz.:

Tons. 100ths

PERMANENT. Numeral Letters

Numeral Letters

THE UNITED STATES OF AMERICA.

Sec. 4319. Rev. Stats. (Vignette)

Sec. 4319. Rev. Stats. (Vignette)

Sec. 4319. Rev. Stats. (Vignette)

CERTIFICATE OF ENROLLMENT.

ENROLLMENT. In conformity to Title L.

"Regulation of Vessels in Domestic Commerce," of the Revised Statutes of the United States.

JAMES AFFLECK of New York City, N. Y.

Secretary, having taken and subscribed the oath required by law, and having sworn that The Brooklyn and New York Ferry Company, of Brooklyn, N. Y. incorporated under the laws of the State of New York, sole owner of the ship or vessel called the "Texas," of New York, whereof E. D. Chappell is at present master, and is a citizen of the United States, and that the said ship or vessel was built at Wilmington, State of Delaware, in the year 1890, as appears by Permanent Euroliment No. 35, issued at Wilmington, Del. April 14, '90, now cancelled, property, district and hall changed, and said enrollment having certified that the said ship or vessel has one deck and no mast, and that her length is one hundred and seventy-due 175-10 feet, her breadth, thirty-six 356-10 feet, her depth, thirteen 13 3-10 feet, her heeight, feet, that she measures five

PORECLOSURE SALES. 

hat the following described spaces, and no others, have been omitted, viz., machinery space on tonnage deck exempt, and that she is a steam ferryboat; has a no head and a no stern, and sufficient security having been given, according to the said fittle, the said ship or vessel has been duly enrolled at the Port of New York, in the District of the City of New York, this 24th day of April, in the year one thousand eight hundred and sinety.

Deputy Collector of Cusioms.

(Seal.)

(Seal.)

L. R. MAY.

For Naval Officer.

Also that stamboat or vessel called the "New York, together with her engines, boilers, masts, sails, boats, anobors, cables and all other necessaries thereunto belonging or in anywise appertaining, the certificate of enrollment whereof is in the words and figures following, to wit:

CERTIFICATE NO.

Numeral | Lettera Net tonnage.....

161775 |

THE UNITED STATES OF AMERICA.

Sec. 4319, Rev. Stata. (Viguette) (N. Y. Cal., No. 2806.)

CERTIFICATE OF ENROLLMENT.

In Conformity to Title L., "Regulations of Vessela in Domestic Commerce," of the Revised Statutes of the United States.

JAMES AFFLECK of New York, N. Y., Secretary, having taken and subscribed the oath required by law, and having sworn that The Brooklya and New York Ferry Company, Incorporated under the laws of the State of New York, owners of the vessel called the "Virginia" of New York, whereof F. B. Stoney, a citizen of the United States, is master, and that the said vessel was built in the year 1896, at Chester, Ps., as appears by Per Enrollment No. 31 issued at Philadelphia, Pa., Aug. 21, 1996, surrendered ownership, district & hall changed, and said Enrollment having certified that the said vessel is a Steam padd built of Iron; that she has one deck, mast, Round head, Round sterm: that her length is 196 feet, her breath 36.6 feet, her depth 18.3 feet, her height, — Feet; that she measures as follows:

Tons 100ths

Capacity under tonnage deck.
Capacity between decks above tonnage deck, Cabin Starboard...
Capacity of inclosures on the upper
deck, viz., Cabin Port. Tons 100ths Gross tonnage.

Deductions under Section

of March 2, 1893;
Crew space, —; Master's cabin,
—; Steering gear, —; Anchor gear,
—; Hoatswain's stores, —; Chart
house, —; Storage of salls, —;
Donkey engine and boiler,
—Propelling power — 180 28 March 2, 1593;

Permanent Certificate No. 64 Numeral) Letters 121032

21

Total Deductions..... 150 28 140 

Numeral Letters 107140 -

THE UNITED STATES OF AMERICA.

(Vignetic)

Sec. 4319. Rev. Stata.

(N. V. Cat. No. 389a.)

Certificate of Enrollment.

In conformity to Title L. "Regulations of Vessels in Domestic Commerce," of the Revised Statutes of the United States.

James Affleck of New York, N. Y., Secretary, having, as required by law, sworn that he is a citizen of the United States of America, and that The Brooklyn and New York Perry Company, incorporated under the laws of the State of New York, is the only owner of the vessel called the "America," of New York, N. Y., whereof F. B. Stoney, a citizen of the United States, is master, and that the said vessel was built at Chester, Pa., in 1893, as appears by P. E. 156, issued at Phila. Pa., Peby, 4, 1893, and now surrel, ownership, district and hail changed from Phila. Pa. and said enrollment having certified that the said vessel is a Steam Paddle Ferry Boat built of iron; that she has one deck, no mast, round head, round stern; that her length is 159 feet, her breadth 365 feet, her depth 13.3 feet, her height feet; that she measures as follows:

Capacity under tonnage deck.

Capacity between decks above tonnage deck, Ladies Cabis.

Capacity of inclosures on the upper

PORTEGUES SAUGE

Net Tonnage. 687 as

Net Tonnage. 687 as

'that the following described spaces, and no others, have been omitted viz.: said Vessel has been duly Enrolled at the Port of New York. Bonds abolished by Act of January 16, 1886, but conditions formerly embodied therein must be observed under pennity. Given under my hand and seal at the Port of New York, in the District of the City of New York, this Eighth day of March, in the year one thousand eight hundred and ninety-five, 1886.

(Seal.) Thios. J. DUNN, (Seal.)

Deputy Naval Officer.

Also, that steamboat or vessel called the 'Calumbia,' together with her engines, boilers, masts, sails, boats, anchors, cables and all other hecessaries thereunto belonging or in anywise appertaining, the certificate of enrollment whereof is in the words and figures following, to wit:

Certificate No. Official Number

Certificate No.

127 Numeral Letters

THE UNITED STATES OF AMERICA.

Sec. 4319, Rev. Stats. (N. Y. Cat., No. 389a.)

Certificate of Enrollment.

In conformity to Title I... "Regulation of Vessels in Domestic Commerce," of the Revised Statutes of the United States.

James Afficek of New York, N. Y., Secretary, having as required by law sworn that The Brooklyn and New York Ferry Company, incorporated under the laws of the State of New York, owners of the vessel called the "Columbia" of New York, whereof F. B. Stoney, a citizen of the United States, is master, and that the said vessel was built at Chester, State of Penn., in 1985, as appears by Permanent Eurollment No. 174 issued at Philadelphia, Pa., March 18, 1885, now surrendered, ownership, district and hail changed, and said enrollment having certified that the said vessel is a steam Padd, built of Iron; that she has one deck, mast, Round head, Round stern; that her length is 189 feet, her breadth 30.6 feet, her depth 18.3 feet, her helpth——feet; that she has usees as follows:

Tons, 100tns.

Capacity under sonnage deck. 497
Capacity between decks above tonnage deck, Ladies Cabin. 136
Capacity of inclosures on the upper
deck, Gents Cabin. 136 deck, Gents Cabin 186
Gross tonnage 810
Deductions under Section 4155, Revised Statutes, as amended by Act of August 5, 1862 130

Net tonnage. 660 66 that the following described spaces, and no others, have been omitted, viz., said vessel has been duly enrolled at the Port of New York. Bonds abolished by Act of January 76, 1885, but conditions formerly embodied therein must be observed under penalty. Given under my hand and seal at the Port of New York, is the 19th day of March, in the year one thousand eight hundred and ninety five (1885). THOS, J. DUNN,

(Seal.) Deputy Collector of Customs.
D. J. Haggerty, Deputy Collector of Customs.
D. J. Haggerty, Deputy Collector of Customs.
Deputy Naval Officer.
Also, the steam boat or vessel called the "Vermont," together with her engines, boilers, masts, sails, boats, anotors, cables and all other necessaries thereinto belonging or in anywise appertaining, the cortificate of enrollment whereof is in the words and figures following, to wit:

PERMANENT. Official Number CERTIFICATE NO. Numeral | Letters

Gross tonnage.

Deductions under Section 4153. Revised Statutes, as amended by Act of March 2, 1895. 150 23

appertaining, the certificate of enrollment whereous in the words and figures following, to wit:
PERMANENT,
Official Number. CERTIFICATE NO.

CERTIFICATE NO.

Numeral Letters

140.

THE UNITED STATES OF AMERICA.

Sec. 4319. Rev. State. (N. Y. Cat., No. 389a.)

(Vignette.)

CERTIFICATE OF ENROLLMENT.

In conformity to Title L. "Hegulation of Vesseis in Domestic Commerce." of the Revised Statutes of the United States.

CHARLES M. FNGLIS of New York, N. Y. Asst. Secretary, having taken and subscribed the oath required by law, and having sworn that The Brooking and New York Ferry Company, incorporated under the laws of the State of New York, is the sole owner of the vessel called the Joseph J. O'Donohue of New York, whereof Frank. B. Stoney, a citizen of the United States, is master, and that the said vessel was built in the year 1898, at Chester, Fa., as appears by Fer. env. 306, issued at Philadelphia 25 Feb., 1898, surricy concersing, district and hall changed; and said Enrollment having certified that the said vessel is a steam ferry-boat built-of steel, that she has one deck, no mast Round head, Round stern; that her length is 174.4 feet, her breadth 36 feet, her depth 13 feet, her height — feet; that she measures as follows:

Tons, 100ths

Numeral | Letters

Capacity under tonnage decir.
Capacity between decks above tonnage deck.
Capacity of inclosures on the upper deck, viz.: Starooard cabin, 169.17:
Port cabin, 169.17. Gross tonnage 901
Deductions under Section 4155, Revised
Statutes, as amended by Act of March
2, 1895: Crew space. -: Master's
cabin, -: Steer gear, -: Anchor gear,
---: Boatswain's stores, ---: Chart
house, --: Storage of sails, : Dontey
engine and boller, ---: Propelling
Power. 333.65 383 

Official Number ENROLLMENT NO. 92049

THE UNITED STATES OF AMERICA.
Sec. 4319, Rev. Stats. (Vignette) (N. Y. Cat., No.349c.)
COPY OF ENROLLMENT.
ENROLLMENT. In conforming to Title L.
Regulation of Vessels in Domestic Commerce'
of the Revised Statutes of the United States.
JAMES AFFLECK of New York, N. Y. having
taken and subscribed the oath required by law,
and having sworn that the Brooklyn and New York
Ferry Company, incorporated under the laws of the
State of New York, sole owners of the ship or vessel
called the "Maine" of New York, whereof E. D.
Ohappell is at present master, and is a citizen of the
United States, and that the said ship or vessel was
built at Wilmingtop, Del., in the year 1888, as appears by per Enr. No, 6, issued at Wilmington, Del.,
October 3, 1888. Now cancelled property, district
and hall changed, and said enrollinent having certified that the said ship or vessel has one deck and no
mast, and that her length is 174 feet, her breadth
36 6-10 feet, her depth 13 3-10 feet, that she measures
net 545 and 09-100ths tons, viz.

Tons, 100ths.
Capacity of inclosures on the upper deck, viza29
22

Net tonnage... 543 63

Net tonnage... 543 63

Net tonnage... 543 63

that the following described spaces, and no others, have been omitted, viz.: Boiler and engine space above tonnage deck, and that she is an iron steam ferry boat, has a no head and a no stern, and sufficient security having been given, according to the said title, the said ship or vessel has been duly enrolled at the port of New York.

Given under my hand and seal at the port of New York, in the district of The City of New York, this sth day of October, in the year one thousand eight hundred and eighty-eight.

Deputy New 1 Officer.

L. R. May.
Deputy Collector of Customs.
Deputy Naval Officer.
Also the steamboat or vessel called the "Ohio," together with her engines, boilers, masts, sails boats, anchors, cables and all other necessaries thereunto belonging or in anywise appertaining, the certificate of the enrollment whereof is in the words and figures following, to wit: owing, to wit:
Official Number
Numeral Letters

ENROLLMENT NO.

THE UNITED STATES OF AMERICA.

Sec. 430, Sec. Stats. (Vignette) (N. Y. Cat. No. 380c.)
COPY OF ENROLL-MENT.
ENROLL-MENT. In conformity to Title L. "Regulation of Vessels in Domestic Commerce" of the Mevised Statutes of the United States.

JAMES AFFLECK of New York City, N. Y. having taken and subscribed the oath required by law and having sworn that the Brooklya and New York Ferry Company, incorporated under the laws of the State of New York, and shis owner of the ship or vessel aslied the "Oblo" of New York, whereof E. D. Chappell is at present master, and is a citizen of the United States, and that the said ship or vessel was built at Wilmington, Del., in the year 1887, as appears by Fer. Enr. No. 11 issued at Wilmington, Bel., October 13, 1887, now cancelled property district and halled charged and said caroliment having certified that the said ship or vessel has one deck and no mast, and that her length is 174 feet, that the measures net 537 and 08-100ths tons, viz:

Tons. 100ths.

Capacity under tonnage deck. 380 25
Capacity of inclosures on the upper deck, viz. 74

Gross tomasge. 387 398

In conformity to Title L. "REGULATION OF VESSELS IN DOMESTIC COMMERCE," of the Revised Statutes of the United States,
Joseph Riley, of New York, N. Y., Secretary, having taken and subscribed the oath required by law, and having sworn that the Brooklyn Ferry Company of New York, incorporated under the laws of the State of New York, is the sole owner of the vessel called the "Marry B Hollins," of New York, N. Y., whereof F B Stoney, a chizen of the United States, is master, and that the said vessel was built in the year 1907, at Newburg, N. Y. as appears by Certificate of Thomas S. Marvel, master carpenter, field in this office, and W. Berryman, A. S., of this port, having certified that the said vessel is a steam paddie built of steel; that she has one deck, no mast, plain head, plain sterm; that her length is 180.5 feet, her breadth 37.3 feet, her depth 14.2 feet, ner height feet, that she measures as follows: Capacity under tonnage deck. Tons, 1908.
Capacity under tonnage deck. 188 37. Capacity of inclosures on the upper deck, viz. Gentlemen's Cabin. 188 37. Grost Tonnage. 1999.

Grost Tonnage. 1999.
Propelling power, 37%. 377 20. Net Tonnage. 642

Net Tonnage. 642
that the following described spaces, and no others, have been omitted, viz.:
and Joseph Riley having agreed to the above description and measurement, said vessel has been duly Enrolled at the Port of New York, Given under my hand and seal at the Port of New York, in the District of the City of New York, this 24th day of June, in the year one thousand nine hundred and one (1901).

[Seal.] [Seal.]
J. WELCH.
Deputy Naval Officer.
Deputy Naval Officer. (Seal.)

Deputy Naval Officer.

P. RAYMOND.

Deputy Collector of Customs.

(10c. I. R. S.)

VIII.—And also the steamboat or vessel called the "John Englis." together with all her engines, boilers, machinery, masts, spars, sails, boats, anchors, "cables, tackle, furniture and all other necessaries thereunto appertaining and belonging: the Cartificate of Enrollment of which said steamboat or vessel is as follows:

PERMANENT CERTIFICATE OF ENROLLMENT, No.

Official Number

and Joseph Riley, having agreed to the above description and measurement, said vessel has been duly Enrolled at the Port of New York. Given under my hand and seal at the Port of New York, in the District of the City of New York, this 24th day of June, in she year one thousand sine hundred and one (1901).

[Seal.]

Deputy Collector of Customs,

[Seal.]

Deputy Collector of Customs.

[Seal.]

J. WELCH, Deputy Naval Officer.

IX.—(1) A certain indenture of lease from The Tenth and Twenty-third Street Ferry Company to the defendant, dated the first day of October, 188s, of the lands, tenements, structures, steambonts, vessels, bridges, racks, flatures and other property then owned by said The Tenth and Twenty-third Street Ferry Company, with all franchises, leases, leaseholds, easements and property to which the last named Ferry Company was then entitled, and also every term or interest created or to be created by any lease from the City of New York of and in any and every franchise to operate a ferry to and from the foot of Tenth street, East River, Borough of Manhattan, City of New York, and from and to the foot of Greeapoint avenue, Borough of Broaklyn, in the City of New York, and te and from the foot of Twenty-third street, East River, in the Borough

FORECTOSURE SALES. of Manhattan, City of New York, from and to Greenpoint avenue, Borough of Brooklys, in the City of New York, and all the rights, interests, leases, franchises and other properties belonging to said The Fenth and Twenty-shird Street Ferry Company, and mentioned and referred to a said indenture of lease.

(2) Also a lease or franchise from the City of New York to the defendant to operate a ferry to and from the foot of Forty-second street, East Hiver, Borough of Manhattan, in the City of New York, from and to the foot of Broadway, Borough of Brooklyn, City of New York, dated June 9th. 1868.

of Brooklyn, City of New York, dated June 9th.

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chase money; and in addition thereto, hefore the property is struck down to him, an additional amount of the property is struck down to him, an additional amount of a certified check therefor.

(2) The said mortgaged premises, property, rights, interests and frauchless shall be sold subject to the debts and obligations. If any, incurred or which may be fueured by the receiver heretofore appointed in this action, and which have been or which shall be adjudged by the court to be debts and obligations property chargeable against the property sold, and said property stull be sold subject also to such obligations as may be additional the property sold, and said property stull be sold subject also to such obligations and property and receiver after direct, that any stud debts of the said receiver after direct, that any stud debts of the said receiver after direct, that any stud debts of the said receiver after direct, that any stud debts of the said and resell the said mortgaged premises until discharged, and the court reserves the right to retake and resell the said mortgaged premises and property sold at the time of said receiver's debts and county laxes, assessments and other public charges, which are or shall be lens upon said premises and property sold at the time of said cand also subject to all obligations, conditions and agreements-constituted in each and every of the said leases which are or shall be lens upon said premises and property sold at the time of said, and also subject to all obligations, conditions and agreements-constituted in each and every of the said leases which are of saiders and property sold at the time of said, and also subject to all obligations, conditions and agreements and franchises hereby may be paid in cash, all nearly subjects and franchises hereby for the said premises, and property, rights, interests and franchises hereby may be paid in cash, as hereinbed or assign, and conditions of the said, not the purchaser or purchasers of the court to be paid in cash as the court with resp

LEGAL NOTICES. IN THE CIRCUIT COURT OF THE UNITED STATES FOR THE SOUTHERN DISTAICE OF NEW YORK.
THE PENNSYLVANIA STEEL COM-PANY and THE DEGNON CONTRACTING COMPANY, Complain-

TRACTING COMPANY, Complainants, against

NEW YORK CITY RAILWAY COMPANY, et al., Defendants.

In pursuance of an interlocutory decree, duly
made and filed herein on the 28th day of October,
1907, notice is hereby given that all claims and demands against the defendant New York City Railway Company must be presented on or beloog the
way Company must be presented on or beloog the
abit of the company must be presented on the undersigned
at his office, Room 84, Cotton Exchange Building,
Hanover Square, New York City.

The first hearing before the undersigned, the
Special Master appointed by and interlocutory
decree, will be held at his said office on Tuesday,
the 10th day of December, 1907, at 2 P. M.

Dated New York, October 23, 1907.

WILLIAM L. TURNER, Special Moster.